

SECTION 3. CONSIDERATIONS FOR THE PRACTICAL TEST

1. GENERAL. Although the practical test for each type of certificate or rating is discussed in the chapter, there is general information an inspector should know.

A. Conduct of Practical Tests. All practical tests shall be conducted in accordance with the Federal Aviation Regulations (FAR), the Practical Test Standards (PTS), the operating limitations of the aircraft, and the procedures prescribed in the aircraft flight manual. Efforts to standardize testing procedures shall not result in procedures contrary to those specified by the flight manual. If an inspector becomes aware of a procedure in any aircraft flight manual which is potentially hazardous or contrary to Federal Aviation Administration (FAA) policies, the procedure should be brought to the attention of the appropriate Aircraft Certification Office (ACO) through regional channels.

B. When Tests May be Given. An inspector may administer airman certification practical tests only while on duty within the scope of the job description, and while being compensated by the FAA. Unless the approval of a supervisor is obtained, inspectors shall not administer tests while on other than normal duty.

C. Knowledge Test Reports. An inspector conducting a practical test shall note the failed areas coded on the applicant's knowledge test report to identify possible deficiencies which may affect the applicant's flight performance. Authorized instructors may endorse the knowledge test report form, attesting that an applicant has received instruction in areas missed on the test.

3. PRACTICAL TEST PREFLIGHT BRIEFING.

A. Preflight Briefings. To ensure the highest degree of safety during practical tests, the inspector must conduct a preflight briefing on safety procedures, duties, and responsibilities before each practical test.

(1) This briefing must be given regardless of the abilities of the crew members and their previous experience flying together.

(2) The briefing must inform all participants of their respective duties during the flight. This is particularly important in situations when many individuals are involved. For example, during a practical test in a turbojet aircraft requiring two pilots, when the practical test also involves an examiner candidate, up to four people may have responsibilities. The applicant for the certificate or rating and a quali-

fied industry pilot may occupy the two pilot seats. In this case, the qualified industry pilot would function as safety pilot. The test would be administered by an examiner candidate while a qualified inspector observes both the examiner candidate and the applicant.

(3) The preflight briefing must inform the participants in the practical test of the guidelines and standards the inspector or examiner intends to use to determine if the applicant has passed or failed the maneuver. This would include a discussion of the appropriate PTS standards, the circumstances under which maneuvers could be repeated (see paragraph 23), and other similar issues.

B. Safety Pilot. One person must be designated as safety pilot for the practical test, and must occupy a pilot station during the practical test. When an inspector occupies one of the pilot stations, the inspector may perform the role of safety pilot and must do so in certain circumstances (i.e., applicant under the hood). In cases when the inspector does not occupy a pilot station, then a qualified industry pilot must be designated safety pilot.

C. Safety Pilot Duties. The safety pilot must be briefed on his or her duties prior to the practical test. These duties include the following:

(1) physically intervening on the controls before a maneuver or procedure deteriorates to an unsafe level;

(2) ensuring overall safety of the flight to whatever extent necessary; and

(3) ensuring safety in whatever manner would be effective if a particular maneuver cannot be executed safely.

D. Inspector's Role. The inspector or examiner, when not occupying a pilot station, must rely on the safety pilot to interfere and override any decision by the inspector, examiner candidate, applicant, or other person if safety requirements demand it.

5. STRUCTURE OF THE PRACTICAL TEST. The practical test consists of a demonstration of aeronautical knowledge and a demonstration of aeronautical skill or flight proficiency. The two demonstrations are not intended to be separate tests; rather, they should be conducted concurrently.

A. The Oral Portion. The demonstration of knowledge is sometimes referred to as the oral portion of the practical test, and generally consists of a ques-

tion and answer exchange between the inspector and the applicant. The knowledge that should be tested is identified in the PTS and FAR Part 61.

(1) The questions asked of an applicant should be clearly stated and have only one correct response. The correct response to the question should reflect a clear understanding of the subject by the applicant. Trick questions should be avoided. The correct answers to all questions should be available in the FAR, airplane flight manual, or other acceptable sources.

(2) Maintaining an unthreatening atmosphere is important, since it allows the applicant to relax and ultimately improves performance. Care should be taken, however, not to give the applicant "ground school." If questions are consistently missed, or the applicant gives confused or unrelated answers, the examination must be ended and a Notice of Disapproval issued.

B. Group Testing. It has been customary to administer the oral portion of the practical test to applicants individually. This practice ensures confidentiality and allows the examiner to conduct the test as the situation requires. In some circumstances, however, it can be advantageous to administer the oral test to no more than two applicants simultaneously. When two applicants of similar backgrounds have trained in the same aircraft or training course and are being tested for identical certifications, simultaneous testing may be conducted if the applicants and examiner all agree to that method. Simultaneous testing helps ensure crew coordination and can enhance cockpit skills, furthering the team training concept.

C. The Flight Test. The demonstration of skill is the flight portion of the practical test, where the applicant demonstrates proficiency in the aircraft for which the certificate or rating is sought.

(1) FAR Part 61 and the PTS detail the specific objectives, tasks, operations, and expected results for the rating. If the applicant fails to perform any task to the standard, the applicant has failed that task and is not eligible for the certificate or rating until the failed task is passed on a subsequent test.

(2) The inspector, safety pilot, or applicant may discontinue the test at any time when failure of a required operation makes the applicant ineligible for the certificate or rating sought. If the test is discontinued, the applicant shall receive credit for only those pilot operations which were successfully performed. The applicant may also elect to continue the test, with the consent of the inspector, after failing a required item. The applicant will receive credit only for those operations which are satisfactory.

D. Retest in the Event of Failure. An applicant who fails the practical test may not apply for a retest until 30 days after the date the test was failed. However, in the case of a first failure, the applicant may retest before the 30 days have elapsed if he or she presents a written statement from an authorized instructor, certifying that the instructor has given appropriate instruction and that the applicant is competent to pass the test. When more than 60 days have elapsed since a failure, the inspector or examiner shall reexamine the applicant on all areas of operation and tasks required for that certificate or rating.

7. PREREQUISITES FOR PRACTICAL TESTS. To be eligible for a practical test, an applicant must meet the following prerequisites.

A. Knowledge Test Requirement. Unless otherwise stipulated in the current revision of FAA Order 8080.1, Conduct of Airmen Written Tests, the applicant must have passed any required knowledge test within the 24 calendar months preceding the practical test. 1AAAn 1AAirman 1AKnowledge 1ATest 1AReport 1A(AC Form 8080-2) must be presented to the inspector at the time of the practical test, with the following exceptions.

(1) When a student has graduated from a pilot ground school that holds examining authority, that student receives a graduation certificate that the FAA accepts as evidence of meeting the aeronautical knowledge requirements (FAA knowledge test) appropriate to the course. Such a graduation certificate is valid for 24 months from the date of graduation.

(2) When a graduation certificate is accepted in lieu of the FAA knowledge test, the inspector or designated pilot examiner (DPE) giving the practical test should make a notation to that effect on FAA Form 8710-1, Airman Certificate and/or Rating Application (figure 1-1). The graduation certificate is then returned to the applicant.

(3) The following are examples of the use of a Ground School Graduation Certificate (GSGC) issued under examining authority.

(a) When an applicant who holds a GSGC elects to complete flight training under FAR Part 61, that applicant must meet all the certification requirements of FAR Part 61; however, the GSGC is accepted in lieu of taking the FAA knowledge test for 24 months from the date of ground school graduation.

(b) When an applicant who holds a GSGC elects to complete training in an FAA-approved flight course without examining authority, that applicant must meet the testing requirements of FAR Part 61, except that the GSGC is accepted in lieu of the FAA

knowledge test for 24 months from the date of ground school graduation.

(c) When an applicant who holds a GSGC elects to complete training in an FAA-approved flight course with examining authority, that applicant is, upon graduation from that course, eligible to receive the pilot certificate or rating sought without further testing by the FAA. However, in accordance with FAR 61.71(b), a graduate from such a course has 90 days to apply for the appropriate certificate or rating. After 90 days, the applicant must meet all the requirements of FAR Part 61, except that the GSGC is accepted in lieu of the FAA knowledge test for 24 months from the date of ground school graduation.

B. Medical Certificate Requirements. An applicant for the original issuance of a pilot certificate must present a medical certificate appropriate to the pilot privileges being sought. Balloon and glider pilots need only certify that they have no known physical deficiencies that would impair their safe operation of aircraft. After certification, an individual may operate aircraft for which he or she is rated with a valid third-class medical certificate. Pilot privileges require an appropriate medical certificate, while aircraft ratings and limitations do not. The specific medical certificate required for each practical test is indicated in the specific chapter.

C. Documentation. Documentation must be presented by the applicant verifying that all aeronautical experience prerequisites have been met. This includes endorsements (if required) and a written record of ground and flight time. In addition, the applicant must present an appropriately completed FAA Form 8710-1, Airman Certificate and/or Rating Application.

9. PRACTICAL TEST STANDARDS. The FAA publishes PTS, which have replaced the previous Flight Test Guides. The FAR specify the areas in which knowledge and skill must be demonstrated by an applicant before a certificate can be issued. The PTS contain the specific tasks in which knowledge and competency must be demonstrated. When necessary, the FAA shall add, delete, or revise these tasks to enhance flight safety.

A. Practical Test Correlation to FAR Part 61. The pilot operations specified by FAR Part 61 for each grade of certificate are encompassed by the areas of operation and tasks contained in the PTS. The flight proficiency required by the FAR is stated in terms of pilot operations. The specific procedures and maneuvers used to ensure competence in the required pilot operations are detailed in the applicable PTS.

B. Public Availability. The public may purchase copies of the PTS from the U.S. Government Printing

Office, Superintendent of Documents, Washington, DC 20402. FAA inspectors receive copies and revisions through regular FAA distribution channels.

C. PTS Introduction. The introductory section of the PTS gives detailed instructions on the use of the standards for conducting a practical test.

(1) The standards are arranged into sections with "Areas of Operation." Areas of operation are phases of flight in a logical sequence, beginning with preflight preparation and ending with the flight's conclusion.

(2) Practical tests must be conducted according to the requirements of the applicable PTS.

(3) The inspector should not allow the conduct of practical tests to evolve into a predictable pattern that can or will be recognized by students or instructors.

(4) Evaluation of an applicant's performance shall be based on the applicant's ability to satisfactorily meet the objectives of each required task. Figure 1-2 is an example of a task in the PTS.

11. SEGMENTED PRACTICAL TESTS (PLANNED).

An inspector may be requested to conduct a practical test as a planned, segmented practical test. This normally involves conducting a practical test for a certificate or type rating for which an applicant attends a training center away from the home base. The applicant must first satisfactorily accomplish the oral portion, then the simulator portion, of the practical test as well as satisfactorily accomplish a portion of the practical test in the actual aircraft. The applicant has 60 days from the date the oral portion of the practical test was passed to accomplish the simulator and flight portions satisfactorily. The applicant is required to present documentation to substantiate that the oral portion was passed and identify the maneuvers and procedures tested during the simulator portion (if applicable). Inspectors should be aware that they may request the applicant to perform maneuvers which were completed satisfactorily during the simulator portion of the check.

13. CARRIAGE OF PASSENGERS DURING PRACTICAL TESTS.

The practice of carrying persons other than those participating in the practical test is limited to individuals who have a legitimate interest in the practical test.

A. Authorized Persons. These individuals may include the following:

(1) persons preparing for a similar flight test;

(2) flight instructors assigned to similar flight training activities;

(3) designated examiners who are authorized to conduct similar flight tests or examiner candidates;

(4) chief pilots or instructors for flight schools and executive operators;

(5) owners/operators of the aircraft; and

(6) other inspectors.

B. Unauthorized Persons. Examples of unauthorized persons are non-flying relatives, persons not involved in a flight training program, non-flying employees, or friends of the owner or operator.

C. Consent for Passenger Carriage. The carriage of authorized persons must have the consent of the owner/operator, the practical test applicant, and the inspector.

D. Additional Crewmembers. In some large aircraft, practical tests may include operations (such as simulated equipment failures or engine fires) which may divert the attention of both pilots. In such cases, the inspector shall request the applicant to provide a qualified observer in the cockpit to assist in maintaining a constant watch for other air traffic.

15. AIRCRAFT AND EQUIPMENT USED DURING PRACTICAL TESTS. FAR § 61.45 states that an applicant for an airman certificate or added rating must furnish an airworthy aircraft appropriate for the certificate or rating sought. This includes military aircraft or properly certificated aircraft of foreign registry.

A. Equipped for the Practical Test. The aircraft must have equipment for each pilot operation of the practical test. The equipment shall have no operating limitation which would prohibit the aircraft's use in any required pilot operation. The aircraft must have pilot seats with adequate visibility for safe operation and, when the inspector is in a jump seat, have cockpit and outside visibility adequate to evaluate the applicant's performance.

B. View Limiting Device. During the practical test for an instrument rating or other ratings requiring a demonstration of instrument proficiency, the applicant must provide equipment, satisfactory to the inspector, which prevents flight by visual reference.

C. Single Controls. At the discretion of the inspector, an aircraft furnished by the applicant may have a single set of flight controls. In this situation, the inspector observes the applicant from the ground or from another aircraft.

(1) Tests for the addition of aircraft class or type ratings to private and commercial pilot certi-

ates may be conducted in single-control or single place aircraft under FAR § 61.45(e)(1) and (2).

(2) Pilot certificates issued following successful completion of a flight check conducted in a single-place gyroplane in accordance with FAR § 61.45(e)(2) must bear the following limitation: "PRIVATE PILOT, ROTORCRAFT SINGLE-PLACE GYROPLANE ONLY" or, for a certificate of a higher grade than private, "ROTORCRAFT SINGLE-PLACE GYROPLANE, PRIVATE PILOT PRIVILEGES ONLY."

D. Self-Launching Gliders. Aircraft which have been certificated as gliders with self-launching capability cannot be used for any airplane practical test, since there are no dual airplane-glider category designations. Inspectors can determine the category of an aircraft by examining the airworthiness certificate.

17. PRACTICAL TEST DISCONTINUATION. Environmental, mechanical, or personal situations can occur which cause the practical test to be discontinued. Should this occur, the inspector shall assure the applicant that he or she has not failed the practical test and shall attempt to reschedule the test as soon as possible. The most frequent reasons for discontinuance of a practical test are weather, unforeseen mechanical problems, and applicant incapacitation.

A. Weather. A test could be postponed by rapidly changing weather. For example, at the conclusion of the knowledge demonstration portion of the practical test, the inspector and the applicant may discover that lowered ceilings or visibility would preclude a safely conducted flight.

B. Mechanical Problems. The applicant may discover, during preparation for the flight portion of the test, a mechanical problem which would preclude safe conduct of the flight. For example, preflight examination could reveal that the wrong grade of fuel had been placed in the aircraft. In this case, an appropriate inspector should issue an aircraft condition notice or a Special Flight Permit to the owner/operator after inspection of the aircraft.

C. Medical Problems. The applicant or inspector could experience medical problems (e.g., severe headaches or sinusitis because of pressure changes) after the test has begun. The test should be discontinued immediately at either the applicant's or the inspector's suggestion.

D. Letter of Discontinuance. When a practical test is discontinued for reasons other than unsatisfactory performance, FAA Form 8710-1 and AC Form 8080-2 should be returned to the applicant. At that

time, the inspector signs and issues a letter identifying the portions of the practical test that were successfully completed (see figure 1-3).

(1) A copy of the letter should be retained by the inspector for recording work accomplishment.

(2) The applicant may use the letter to show an inspector or examiner which portion of the practical test was successfully completed, provided that another test is attempted within 60 days. When the test is resumed, the letter shall be forwarded to AFS-760 and made a part of the airman's certification file.

(3) When more than 60 days have elapsed since the original practical test, or if the inspector doubts the applicant's competence in areas for which the applicant received credit during a previous practical test, the inspector shall reexamine the applicant on any pilot operations required for that pilot certificate or rating.

19. ENGINE SHUTDOWN ON MULTIENGINE AIRPLANES DURING PRACTICAL TESTS.

A. Requirement to Simulate Engine Failure. Inspectors and examiners are required to simulate an engine failure when giving practical tests in multiengine airplanes to determine an applicant's ability to recognize a failed engine and to follow the prescribed checklist procedures while maintaining positive control of the airplane. Accidents that have occurred during some of these practical tests may have been caused by shutting off the mixture control to simulate an engine failure when in the traffic pattern at an airport. As a result of such occurrences, the National Transportation Safety Board (NTSB) has recommended that instructors and examiners substitute a reduction of power at altitudes below 3,000 feet above ground level (AGL) to simulate engine failure.

B. Procedures. Inspectors and examiners conducting practical tests in multiengine airplanes should discuss the method to be used in simulating an engine failure with the applicant before the test. Inspectors and examiners should use caution in shutting down an engine with the mixture control since in some engine installations, such action may preclude a timely engine restart or may damage the engine. In no case should the mixture control be used to simulate engine failure below 3,000 feet AGL. Rather, a reduction in power should be used to simulate an engine failure unless other procedures are recommended by the manufacturer. In such case, the inspector or examiner should discuss the manufacturer's recommended procedures with the applicant prior to the flight. It is the policy of the FAA that these recommended procedures be followed as prescribed.

21. PRACTICAL TESTS IN MILITARY AIRCRAFT. Inspectors are occasionally required to administer practical tests in military aircraft. The aircraft provided by the applicant must be equipped to perform all maneuvers required on the test.

A. Aircraft Authorization. After a request for a practical test is received, an appointment for the test is arranged between the inspector and applicant. At the time of the request, the applicant should be informed that he or she will be required to present a letter from the commanding officer or the operations officer of the military organization stating that the applicant is authorized to use the aircraft for a practical test from the FAA, and that all maneuvers required for the test are authorized to be conducted in the aircraft. Without the official, original letter accompanying the application, no part of the test (for example, oral, simulator check, or preflight operations) should be given.

B. Delineation of Responsibility. A clear understanding of responsibility among the inspector, district office manager, and the military organization must be maintained so that no question of accident or injury claim liability exists. The Federal Employees Compensation Act requires managers to certify whether an employee was on official government duty whenever a claim for an injury or death is submitted. Employee official travel must be identified by the date and time of its beginning and end. An FAA inspector must be on official FAA duty while conducting such practical tests.

C. Airline Transport Pilot (ATP) Practical Tests. An area of concern is the administration of an ATP certification practical test in a large aircraft for which there is no civil counterpart; for example, F-4, A-10, T-38. Current policy provides for inspectors to give such tests even though an aircraft type rating is not concurrently issued. Emphasis should be placed on ensuring that the aircraft is properly equipped to perform all flight maneuvers and that all equipment is functional before flight. Additionally, the aircraft must be properly equipped for the inspector; for example, jump seat, communications panel, oxygen provisions. At the conclusion of the flight test, the inspector should enter the appropriate category or class rating on the certificate with any appropriate limitation, such as center thrust only, visual flight rules (VFR) only, etc.

D. Examiners. DPE's who are asked to conduct practical tests in military aircraft should follow the above guidelines.

E. Center Thrust Limitation. A certificate issued for a multiengine class or type rating based on a prac-

tical test or military experience in a multiengine airplane (civilian or military) which has no published minimum controllable airspeed must be limited.

(1) The limitation placed on the temporary certificate must read, "AIRPLANE MULTIENGINE - LIMITED TO CENTER THRUST."

(2) The civilian and military aircraft listed below have no minimum controllable airspeed (V_{mc}) established by the manufacturer. Other aircraft not listed below, and for which there is no published data on minimum controllable airspeed, are also restricted to center line thrust only.

- (a) C-336 Cessna Skymaster
- (b) C-337 Cessna Super Skymaster
- (c) T-2B/C Rockwell Buckeye
- (d) T-37 Cessna 318
- (e) T-38 Northrop Talon
- (f) F-4 McDonnell-Douglas Phantom
- (g) F-111 General Dynamics F111
- (h) F-18A Northrop/McDonnell-Douglas
Hornet
- (i) A6-E Grumman American Intruder
- (j) A-10 Fairchild Republic Thunderbolt II
- (k) F-15 McDonnell-Douglas Eagle

(3) The center thrust restriction is not placed on the airman certificate when the airplane has a V_{mc} established in its type certificate data sheet or published in the approved flight manual.

(4) If the holder of a certificate with the center thrust restriction can show that the limitation was issued in error, the limitation can be removed upon reapplication. A new temporary airman certificate is issued without the center thrust limitation.

(5) Aircraft models may be added or deleted from the above list as necessary. Any questions about other aircraft which might require a center thrust limitation should be directed to FAA Headquarters, General Aviation and Commercial Division, Airman Certification Branch, AFS-840, through appropriate channels.

(6) In the case of an applicant who requests issuance of a multiengine class or type rating in an aircraft not listed above and for which the manufacturer has not provided evidence of a V_{mc} , the inspector shall forward all available data to FAA Headquarters, General Aviation and Commercial Division, AFS-800,

for review. AFS-800 shall determine if any limitations are necessary.

23. REPEATING MANEUVERS ON PRACTICAL TESTS. A maneuver that is not performed to the required standard during a practical test may not be repeated unless one of the following conditions applies:

A. Discontinuance. Discontinuance of a maneuver for valid safety reasons; i.e., a go-around or other procedure necessary to modify the originally planned maneuver.

B. Collision Avoidance. Inspector intervention on the flight controls to avoid another aircraft which the applicant could not have seen due to position or other factors.

C. Misunderstood Requests. Legitimate instances when applicants did not understand an inspector's request to perform a specific maneuver. An applicant's failure to understand the nature of a specified maneuver being requested is not grounds for repeating a maneuver.

D. Other Factors. Any condition under which the inspector was distracted to the point that he or she could not adequately observe applicant performance of the maneuver (radio calls, traffic, etc.).

25. ACCIDENTS AND INCIDENTS DURING PRACTICAL TESTS.

A. Inspector's Responsibilities. In the event that an accident or incident should occur during a practical test, the inspector must follow prescribed procedures in chapters 167 and 168 of this Order. The safeguarding of lives and property should be the highest priority following an accident or incident.

B. Additional Procedures. In addition to the procedures in chapters 167 and 168, the inspector must observe the following procedures in the event of an accident or incident during a practical test:

(1) Do not make any statements to investigators, such as NTSB representatives, other inspectors, FAA attorneys, or reporters as to the course or circumstances of the accident/incident without clearance from the FAA Litigation Division, AGC-400.

(2) Refer reporters, if any, to the FAA Office of Public Affairs.

(3) Call AGC-400 as soon as practical after involvement in an accident/incident.

(4) Call the Regional Communications Center as soon as practical after involvement in an accident or incident.

FIGURE 1-1
FAA FORM 8710-1, SHOWING GRADUATION CERTIFICATE ACCEPTED IN LIEU OF
KNOWLEDGE TEST REPORT

TYPE OR PRINT ALL ENTRIES IN INK

Form Approved OMB No: 2120-0021

Airman Certificate and/or Rating Application																		
I Application Information <input type="checkbox"/> Student <input type="checkbox"/> Recreational <input checked="" type="checkbox"/> Private <input type="checkbox"/> Commercial <input type="checkbox"/> Airline Transport <input type="checkbox"/> Instrument <input type="checkbox"/> Additional Aircraft Rating <input checked="" type="checkbox"/> Airplane Single-Engine <input type="checkbox"/> Airplane Multiengine <input type="checkbox"/> Rotorcraft <input type="checkbox"/> Glider <input type="checkbox"/> Lighter-Than-Air <input type="checkbox"/> Flight Instructor Initial _____ Renewal _____ Reinstatement _____ <input type="checkbox"/> Additional Instructor Rating _____ <input type="checkbox"/> Ground Instructor _____ <input type="checkbox"/> Medical Flight Test <input type="checkbox"/> Reexamination <input type="checkbox"/> Reissuance of _____ Certificate <input type="checkbox"/> Other _____																		
A. Name (Last, First, Middle) Buford, Ronald Rudyard					B. SSN (US Only) 123-45-6789			C. Date of Birth Mo. Day Year 02-13-46		D. Place of Birth Oshkosh, WI								
E. Address (Please See Instructions Before Completing) 7375 Red Greenway City, State, Zip Code Indianapolis, WI 37877					F. Nationality (Citizenship) <input checked="" type="checkbox"/> USA <input type="checkbox"/> Other _____			G. Do you read, speak and understand English? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No										
H. Height 74 In.					I. Weight 190 Lbs.		J. Hair Brown		K. Eyes Blue		L. Sex <input checked="" type="checkbox"/> Male <input type="checkbox"/> Female							
M. Do you now hold, or have you ever held an FAA Pilot Certificate? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No					N. Grade Pilot Certificate Student			O. Certificate Number BB07138		P. Date Issued 06-15-94								
Q. Do you hold a Medical Certificate? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No					R. Class of Certificate 3rd Class			S. Date Issued 06-15-94		T. Name of Examiner John Smith, MD								
U. Have you been convicted for violation of Federal or State statutes relating to narcotic drugs, marijuana, or depressant or stimulant drugs or substances? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No																		
W. Glider or Free Balloon Pilots only:					Medical Statement: I have no known physical defect which makes me unable to pilot a glider or free balloon.					Signature _____								
X. Date _____																		
II Certificate or Rating Applied For on Basis of:																		
<input type="checkbox"/> A. Completion of Required Test		1. Aircraft to be used (if flight test required)					2a. Total time in this aircraft hours			2b. Pilot in command hours								
<input type="checkbox"/> B. Military Competence Obtained in		1. Service		2. Date Rated			3. Rank or Grade and Service Number											
		4. Has flown at least 10 hours as pilot in command during the past 12 months in the following military aircraft.																
<input checked="" type="checkbox"/> C. Graduate of Approved Course		1. Name and Location of Training Agency or Training Center Wingover Academy										1a. Certification Number AE-142						
		2. Curriculum From Which Graduated Private Pilot										2. Date 08-28-95						
<input type="checkbox"/> D. Holder of Foreign License Issued By		1. Country			2. Grade of License				3. Number									
		4. Ratings																
<input type="checkbox"/> E. Completion of Air Carrier's Approved Training Program		1. Name of Air Carrier			2. Date			3. Which Curriculum <input type="checkbox"/> Initial <input type="checkbox"/> Upgrade <input type="checkbox"/> Transition										
III Record of Pilot Time (Do not write in the shaded areas.)																		
	Total	Instruction Received	Solo	Pilot in Command	Second in Command	Cross Country Instruction Received	Cross Country Solo	Cross Country Pilot in Command	Instrument	Night Instruction Received	Night Take-off/Landing	Night Pilot in Command	Night Take-off/Landing Pilot in Command	Number of Flights	Number of Aero-Tows	Number of Ground Launches	Number of Powered Launches	Number of Free Flights
Airplanes	65	25	40	35	0	10	20		5	10	28	6	6					
Rotorcraft																		
Glider																		
Lighter than Air																		
Training Device Simulator																		
IV Have you failed a test for this certificate or rating? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No																		
Within the Past 30 days? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No																		
V Applicant's Certification — I certify that all statements and answers provided by me on this application form are complete and true to the best of my knowledge, and I agree that they are to be considered as part of the basis for issuance of any FAA certificate to me. I have also read and understand the Privacy Act statement that accompanies this form.																		
Signature of Applicant <i>Ronald Rudyard Buford</i>										Date 09-18-95								
FAA Use Only																		
EMP	REG	D.O.	SEAL	CON	ISS	ACT	LEV	TR	S.L.	BNCH	WTE	RATING (1)						

FAA Form 8710-1 (7-92) Supersedes Previous Edition

FIGURE 1-1—Continued
FAA FORM 8710-1, SHOWING GRADUATION CERTIFICATE ACCEPTED IN LIEU OF
KNOWLEDGE TEST REPORT (REVERSE SIDE)

Instructor's Recommendation <small>I have personally instructed the applicant and consider this person ready to take the test.</small>					
Date 08-28-95	Instructor's Signature <i>James M. Roberts</i>	Certificate No. 1565319CFI	Certificate Expires 07/96		
Air Agency's Recommendation The applicant has successfully completed our <u>Private Pilot</u> course, and is recommended for certification or rating without further <u>written</u> test.					
Date 08-28-95	Agency Name and Number Wingover Academy AE-142	Official's Signature <i>John L. Green</i> Title Chief Instructor			
Designated Examiner's Report					
<input type="checkbox"/> Student Pilot Certificate Issued (<i>Copy attached</i>) <input type="checkbox"/> I have personally reviewed this applicant's pilot logbook, and certify that the individual meets the pertinent requirements of FAR 61 for the pilot certificate or rating sought. <input type="checkbox"/> I have personally reviewed this applicant's graduation certificate, and found it to be appropriate and in order, and have returned the certificate. <input type="checkbox"/> I have personally tested and/or verified this applicant in accordance with pertinent procedures and standards with the result indicated below. <input type="checkbox"/> Approved—Temporary Certificate Issued (<i>Copy Attached</i>) <input type="checkbox"/> Disapproved—Disapproval Notice Issued (<i>Copy Attached</i>)					
Location of Test (Facility, City, State)			Duration of Test Ground Simulator Flight		
Certificate or Rating for Which Tested		Type(s) of Aircraft Used		Registration No.(s)	
Date	Examiner's Signature	Certificate No.	Designation No.	Designation Expires	
Evaluator's Record For Airline Transport Certificate/Rating Only					
	Inspector	Examiner	Signature	Date	
Oral	<input type="checkbox"/>	<input type="checkbox"/>			
Approved Simulator/Training Device Check	<input type="checkbox"/>	<input type="checkbox"/>			
Aircraft Flight Check	<input type="checkbox"/>	<input type="checkbox"/>			
Advanced Qualification Program	<input type="checkbox"/>	<input type="checkbox"/>			
Inspector's Report					
I have personally tested this applicant in accordance with or have otherwise verified that this applicant complies with pertinent procedures, standards, policies, and or necessary requirements with the result indicated below. <input checked="" type="checkbox"/> Approved —Temporary Certificate Issued <input type="checkbox"/> Disapproved —Disapproval Notice Issued					
Location of Test (Facility, City, State)			Duration of Test Ground Simulator Flight		
Certificate or Rating for Which Tested		Type(s) of Aircraft Used		Registration No.(s)	
<div style="display: flex; justify-content: space-between;"> <div style="width: 30%;"> <input type="checkbox"/> Student Pilot Certificate issued <input type="checkbox"/> Examiner's Recommendation <input type="checkbox"/> ACCEPTED <input type="checkbox"/> REJECTED <input type="checkbox"/> Reissue or Exchange of Pilot Certificate <input type="checkbox"/> Special medical test conducted—report forwarded to Aeromedical Certification Branch, AAM-130 </div> <div style="width: 30%;"> <input type="checkbox"/> Certificate or Rating Based on <input type="checkbox"/> Military Competence <input type="checkbox"/> Foreign License <input type="checkbox"/> Approved Course Graduate <input type="checkbox"/> Other Approved FAA Qualification Criteria <input type="checkbox"/> Certificate Issued <input type="checkbox"/> Certificate Denied </div> <div style="width: 30%;"> <input type="checkbox"/> Instructor <input type="checkbox"/> Flight <input type="checkbox"/> Ground <input type="checkbox"/> Renewal <input type="checkbox"/> Approved <input type="checkbox"/> Reinstatement <input type="checkbox"/> Disapproved Instructor Renewal Based on <input type="checkbox"/> Activity <input type="checkbox"/> Training Course <input type="checkbox"/> Acquaintance <input type="checkbox"/> Test </div> </div>					
Training Course (FIRC) Name		Graduation Certificate No.		Date	
Date	Inspector's Signature			FAA District Office	
Attachments:					
<input type="checkbox"/> Student Pilot Certificate (copy) <input type="checkbox"/> Report of Written Examination <input type="checkbox"/> Temporary Pilot Certificate (copy)		<input checked="" type="checkbox"/> Airmans Identification (ID) Driver's License Form of ID 123-45-6789 Number 01796 Expiration Date		<input type="checkbox"/> Notice of Disapproval <input type="checkbox"/> Superseded Pilot Certificate <input type="checkbox"/> Answer Sheet Graded <input type="checkbox"/> Answer Sheet Graded (Foreign Instrument)	

* (1) R 8710-1 1991 J-769-399

FIGURE 1-2
EXAMPLE OF TASK FROM PTS

III. AREA OF OPERATION:
GROUND OPERATIONS

A. TASK: VISUAL INSPECTION (AMEL)

PILOT OPERATION – 1

REFERENCES: AC 61–21; Pilot's Operating Handbook and FAA–Approved Airplane Flight Manual.

1. Objective. To determine that the applicant:

- a. Exhibits commercial pilot knowledge of airplane visual inspection by explaining the reasons for the inspection, what items should be inspected, and how to detect possible defects.
- * b. Inspects the airplane by systematically following an appropriate checklist. *
- c. Verifies that the airplane is in condition for safe flight emphasizing –
 - (1) fuel quantity, grade, and type.
 - (2) fuel contamination safeguards.
 - (3) fuel tank venting.
 - (4) oil quantity, grade, and type.
 - (5) fuel, oil, and hydraulic leaks.
 - (6) oxygen supply, if appropriate.
 - (7) flight controls.
 - (8) structural damage including exhaust system.
 - (9) tiedown, control lock, and wheel chock removal.
 - (10) lighting.
 - (11) ice and frost removal.
 - (12) security of baggage, cargo, and equipment.
- d. Demonstrates proper management of the fuel system.
- e. Notes any discrepancy and accurately judges whether the airplane is safe for flight or requires maintenance.

2. Action. The examiner will:

- a. Ask the applicant to explain the reasons for the inspection, what items should be inspected, and how to detect possible defects.
 - b. Observe the applicant's visual inspection procedure, and determine that the applicant's performance meets the objective.
- * *

FIGURE 1-3
LETTER OF DISCONTINUANCE

FAA Letterhead

[*date*]

[*applicant's name*]:

Dear [*applicant's name*]

On this date, you successfully completed the oral portion of the practical test for a [*indicate grade*] certificate with an [*indicate category*] and [*indicate class*] class rating. The practical test was discontinued because of [*indicate reason*].

If application is made by [*indicate date 60 days from date of letter*], this letter may be used to show the following portions of the practical test which have been completed satisfactorily:

- *Indicate areas of operation completed on the test.*

After [*Indicate expiration date*], you must repeat the entire practical test.

Sincerely,

[*signature of inspector conducting practical test of examiner candidate*]

NOTE: This letter does not extend the expiration date as shown on the written test results, AC Form 8080-2.